

ABOUT GROWTH

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**WASHINGTON STATE
COMMUNITY, TRADE AND
ECONOMIC DEVELOPMENT**

Building Foundations for the Future



Implementation strategy serves as road map when allocating resources

By Donna Stenger
Tacoma Urban Planner

In June 1993, Tacoma adopted plans for each of the required elements of the Growth Management Act plus two optional elements for economic development and environmental policy.

Each of the plan elements has a final chapter identifying strategies for implementation that were adopted as part of the plan document. The implementation strategies tell what is going to be done, how it is going to be done, who is going to do it, and when it is going to be done.

When you start to plan, you look at where you are now. During visioning, you answer the question, "Where do you want to be in the future?" Implementation strategies answer the question, "How do we get there?" Generally, Tacoma's implementation strategies fall into six broad categories: legislative, programmatic, administrative, physical or, of course, planning.

Once Tacoma's implementation strategies were adopted, further refinement was needed to prioritize which ones to do first. Strategies are for a 20-year time frame and are impossible to do all at once.

The strategies were categorized based on their overall objectives. One category dealt with comprehensive planning or growth concept development. Strategies in this category pertain to developing subarea plans or planning refinements to address specific issues. Another category addressed development regulations and yet another, capital facilities projects and programming issues. One category dealt with urban growth areas while another covered issues pertaining to intergovernmental coordination and public participation.

The strategies were reviewed to identify those that were required under the GMA, as compared to those that were desired but weren't necessary to include in the first round of implementation.

In order to prioritize the strategies, we looked at resources: How many staff were available and what was their level of expertise; would

"The adoption of implementation strategies provides direction not only for how the planning department will carry out the plan, but for how the entire governmental organization and community will work together to make our plans a reality."

— Donna Stenger

we need additional help from within city government, outside agencies, or consultants.

We looked at the cost to complete each strategy. We looked at timing — how long it would take for the project. We looked at the ease or difficulty

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GMA aids effective management

By Steve Wells

CTED Assistant Director, Growth Management Services

Municipal corporations — the cities, towns, and counties in the state — are being managed in an era of diminishing resources. Fewer resources means it is increasingly important to manage those municipal corporations through tighter links between land use and financial planning.

Each municipal corporation is a conglomerate providing diverse services such as transportation, housing, sewers, solid waste, environmental protection, and economic development. Growth management plans are a framework for insuring efficient management of these services.

No corporation can effectively manage its diverse operations without a plan. Now that more than 100 local jurisdictions have drafted comprehensive plans, we are beginning to see the management power that GMA plans provide to public managers.

The recent election was a confirmation that people expect what growth management offers: efficient, effective management of local government. People want us to do more with less. We simply are not going to be able to deliver what the public wants without these plans. As I see it, the recent election was, in part, a vote for strong implementation of the GMA.

The article on page one describes how Tacoma is using its GMA plan to better allocate resources and develop work plans within the GMA framework.

Other articles focus on additional GMA successes reported by local governments. Many other local governments, some of which are listed below, are also making good progress, particularly their comprehensive plans:

- **Community vision:** Island, Garfield, and Yakima counties, Kent, Everett, Shelton, Pomeroy, SeaTac, Gig Harbor, and many others.
- **Citizen participation:** San Juan, Douglas, Spokane, Thurston, Pierce, and Clark counties, Vancouver,

Seattle, Tacoma, Bellingham, Port Townsend, Mercer Island, Wenatchee, and many more.

- **Joint planning and coordination among jurisdictions:** Clark, King, Garfield, and Thurston counties, and the cities and towns within them. Snohomish County also has paid special attention to interjurisdictional coordination.
 - **Housing element:** Redmond, Seattle, Franklin County, Connell, Puyallup, and Snoqualmie.
 - **Capital facilities element:** Pomeroy, Olympia, Tacoma, Bellevue, Wilson Creek, Auburn, and Island and Garfield counties.
 - **Urban growth area planning:** Clark County and cities and towns within it.
- Of the 29 counties and 209 cities planning under the GMA:
- 86% have protected critical areas through local ordinances.
 - 89% have designated resource lands.
 - 86% have adopted county-wide planning policies — the framework counties and cities use to ensure planning will be coordinated and consistent.
 - 84% have defined interim urban growth areas.
 - 57% have submitted draft comprehensive plans to the state for review.

The success local governments are achieving is a result of their hard work and significant investment of staff and funding resources. The \$35 million passed through from the state to local governments has been matched twice over by counties and cities.

While the GMA offers many challenges, local governments are working hard and are making good progress on their growth management programs. GMA is working. It has established a framework for addressing and solving the complex issues facing state and local governments.

Unique capital facilities planning helps county prepare for the future

By Larry Kwargsick
Director, Island County Public Works

Let's face it. Prior to the Growth Management Act, capital facilities planning — if you had such a thing — was at best an ad hoc process.

What a unique idea it would be and what strange bedfellows it would produce! Yet at the conclusion of Island County's planning process for its first GMA plan, this concept and this partnership may be one of the most important offerings of the GMA.

Elected and appointed officials of high-growth communities are hard pressed to stretch financial resources to meet the demand for increased services. The challenge is to try to meet these needs with limited dollars while at the same time trying to attract new firms to provide more community jobs or keep existing ones.

Harder yet is the need to define level of service standards, a commitment to deliver service at a defined level. Couple all of this with principles of concurrency and the array of facilities and services delivered by non-county providers and you are on a rollercoaster ride.

In Island County, we used Pierce County's capital facilities program and Henderson and Young's "Capital Facilities Plan Preparation Guide" as our model and road map. A key component of the Pierce County plan that proved most useful was the concept of facility categories.

These categories allowed for the differentiation between facilities owned and operated by Island County and non-county providers, as well as allowing for the differentiation between facilities "tied" to concurrency and those for which concurrency was not applied.

The establishment of such categories enabled Island County to include a broader array of facilities in its capital facilities program than it may have otherwise. The capacity of and future need for all facilities was analyzed. But Island County avoided rushing into the complicated world of concurrency for all facilities and required concurrency only for transportation facilities. However, the planning we did for all facilities will help us manage growth.

Even with limited application of concurrency, the GMA had produced an important planning by-product in Island County: a community facing and planning for its future facility needs.

One of the more controversial parts of our capital facilities program is the establishment of level of service standards and concurrency requirements for state arterials and their intersections with other arterials. Doing this will mean that the state and county will need to work together to monitor their capital improvement programs. The capital facilities plan makes the assumption that the state will make improvements to state-owned facilities in Island County.

Rather than avoiding concurrency for state facilities or establishing an unreasonable level of service for the state system, Island County set reasonable goals for a rural area with a significant tourist economy.

The key to Island County's plan is that while it fulfills the broad mandates of the GMA and has made a big difference in the way we do business, it doesn't press GMA's application on our community in an unworkable manner, but enables us to chart our course.

Tips On Development Regulations

CTED receives many questions about how local governments should approach development regulations. Here is information to help with some of the most commonly asked questions.

What development regulations need to be submitted to CTED? RCW 36.70A.030(8). All regulations that relate to growth management provisions including: zoning ordinance, official controls, planned unit development ordinance, subdivision ordinance, and binding site plan ordinances. Additionally, WAC 365-195-825 critical areas (interim/final); resource lands (interim/final); urban growth areas (interim/final); subdivision; and potable water.

What official controls do development regulations include? RCW 36.70A.560. Maps for delineating zone boundaries, streets, grades, right-of-way; Maps for public facilities, site plan; and integration with the comprehensive plan, subdivision, platting, preservation, and solar access.

How can an implementation strategy help local governments relate development regulations to their comprehensive plans? WAC 365-195-805(4) states that "...completion of adoption of all regulations identified in the strategy will be construed by the department as completion of the task of adopting development regulations for the purposes of deadlines under the statute."

What do local governments need to submit? RCW 36.70A.106 and CTED Development Regulations Checklist Package. A 60-day notice of intent to adopt, the CTED development regulation checklist, three copies of the draft development regulations to CTED, and one copy to each of the other designated state agency representatives. When development regulations are adopted, a copy of the adopted regulations must be sent to CTED within 10 days. Any future amendments of plans or regulations relevant to the GMA must follow the same procedure as the initial plans and regulations. For details on development regulations, refer to the development regulations checklist package available from CTED.

Was there an amendment on GMA-required development regulations last session? RCW 36.70A.065. Establish time periods for actions on permit applications; provide timely and predictable procedures to determine completed development permit application; and specify the contents of a completed development permit application.

For questions on implementation strategies, call Amy Tousley at 206-753-4317. To obtain a copy of CTED's publication, *Communities Guide to an Implementation Strategy*, call 206-753-2222.

SEPA/GMA Grant Report Published

Integrating SEPA and GMA: The Promise, a SEPA/GMA Integration Grant Program Preliminary Progress Report to the Legislature, is now available from Growth Management Services. The report describes projects undertaken by six local governments — King, Spokane, and Yakima Counties, and the cities of Duvall, Everett, and Tacoma.

The six jurisdictions received a total of \$1.1 million in grant monies to develop ways to effectively integrate the requirements of the State Environmental Policy Act and the Growth Management Act. The goals are to complete environmental review early in the planning process, provide better long-term environmental protection, create better GMA policies, plans, and regulations, and expedite review of permit applications for development proposals.

The report briefly describes the similar missions of SEPA and GMA and common themes in the seemingly divergent views of various groups such as government officials, the development community, and environmental organizations. It also describes issues that are emerging in the early stages of project development, including: the need to coordinate procedures; involve the public early in the planning process; define "adequate" and "consistent;" complete a detailed environmental analysis early in the planning process; cover the costs of environmental analysis; and extend the "shelf life" of data and analysis.

The six projects will be completed by June 30, 1995. For a copy of the preliminary report, call (360) 664-2264.

Implementation strategy serves as road map when allocating resources

CONTINUED FROM PAGE 1.

in accomplishing the strategy. We looked at what other resources were needed and whose help we would need to get it done. We looked at community support and opposition.

From this analysis, we were able to identify those activities that could be accomplished in 1994. We extracted these into a division work program. Each strategy was further developed to include a scope of work that identified major tasks, the time lines, key dates, decision points, and established responsibilities. The work program was approved by the planning commission and city council. We had their approval up front of what we were going to do before we started.

We are now putting the finishing touches on our work program for 1995-96 in conjunction with the adoption of the city's budget. Again, the work program builds and further refines the implementation strategies identified in our adopted plans. As part of our first annual plan amendment, the strategies were revisited and modified, adding new strategies and deleting those activities that were completed.

Although implementation tends to focus on development regulations, I suggest you look beyond development regulations and be broader in your focus. The GMA says that each city and county must perform its activities and make capital budget decisions in conformity with the comprehensive plan. I suggest that this directive goes beyond development regulations.

For example, one of Tacoma's implementation strategies involves revamping our budgeting process to provide linkages among the budget, the comprehensive plan, and the city's strategic plan.

It isn't enough to zone an area to allow for development. We must look at other ways to make our plans real.

Development of an implementation strategy is one way to get there.

Implementation is a shared responsibility. It involves elected officials, city management, staff from many different areas of government (public works, police, refuse, etc., other public agencies and governments). It involves planning commissions, citizen advisory bodies, community groups, investors, developers, business, property owners, and citizens.

Coordination with these players is a key part of implementation. Many of the city players outside Planning and Development Services, are directly responsible for implementing plan strategies, but they are also directly responsible for their own projects and programs. Their autonomy makes coordination difficult.

An implementation strategy benefits you by organizing your efforts, preventing broad, scattered approaches and targeting resources. It documents what you do and what you need to do.

The adoption of implementation strategies provides direction not only for how the planning department will carry out the plan, but for how the entire governmental organization and community will work together to make our plans a reality.

It benefits elected officials by letting them know what is coming up and that growth management isn't over with the adoption of their plans. It benefits citizens by putting parameters on their expectations. It benefits property owners and developers by helping them make their investment decisions. It benefits other governments and outside agencies by helping them to better plan their programs. It benefits the community by showing how their plan is working.

Redmond balances housing policy alternatives

By Walter Zisette
Redmond Housing Planner

Developing housing policy is a circus act in many ways.

Although policy makers may feel like sword swallowers when working on housing issues, they are more often like jugglers. In one hand is citizen input, in the other housing needs and data, and finally, spinning around one leg are policy mandates.

Making them all work together requires the one ingredient common to both circus acts and policy making: Balance.

In bringing citizen input, housing needs, and policy mandates together to form a new housing element for Redmond, balance has been the most difficult task.

Pam Fintz of Redmond's Growth Management Citizen Advisory Committee found the most challenging aspect of the housing element to be "...meeting objectives that seem at first to be contradictory, such as the real need for affordable housing contrasted with the general concern for preserving the quality of Redmond neighborhoods."

Finding guidance on issues like this was an important goal of Redmond's citizen input efforts. Although the city had conducted many prior citizen involvement programs, the growth management advisory committee was the first citizen effort tied directly to the development of Redmond's comprehensive plan. In working with the advisory committee, planning staff were intent on having the committee work through the same quandaries and conflicting objectives that staff were dealing with on housing issues.



Questions the committee debated included:

- Given the dwindling supply of buildable land in the Redmond area, what are some acceptable options for reversing the downward trend of housing ownership?
- What should be the city's role in encouraging the development of affordable rental housing for the lower income population?

In addition to citizen input, housing needs and data were important in shaping the housing element, particularly housing ownership and low-income rental needs. For example, since 1980 housing prices have risen 120 percent while household income is up by 75 percent; employment during this period has risen at a significantly faster rate than residential development, adding pressure to housing demand in the area. In addition, the demand for low-cost rental housing has increased dramatically throughout the Eastside.

Finally, Redmond's housing element was shaped by factors common to many jurisdictions in the

Typical of single family homes encouraged in Redmond's plan, these small lot residences are part of the Klahanie development on the Sammamish Plateau between Redmond and Issaquah in unincorporated King County.

state; policy mandates as defined by the GMA and county-wide planning policies. Along with GMA requirements, Redmond policy makers are faced with minimum density requirements and housing planning targets for low- and moderate-income populations as defined in the King County county-wide policies.

During their review of the planning staff's proposed housing element, the Redmond Planning Commission will achieve a balance of their own. Some of the issues the commission is discussing include density, duplexes, accessory dwelling units, and small-lot, single-family homes.

Determining the final balance in Redmond's housing policy will be the job of the city council.

Growth Management Act creating innovative tra

By Lawrence D. Frank
WSDOT Office of Urban Mobility

Local governments are adopting many innovative ideas as part of transportation elements of comprehensive plans prepared under the Growth Management Act.

With the first wave of plans reviewed, it is now possible to provide feedback. The Washington State Department of Transportation is required under the GMA to review transportation elements based on issues of plan consistency.

Our review focuses on two types of consistency:

- ◆ Internal consistency within plans — among land use, transportation, and financial (capital facilities) elements; and
- ◆ External consistency with policies and plans implemented in neighboring jurisdictions, and at county-wide, regional, state, and federal levels.

To test for consistency, the review focuses on linkages in the plans between transportation planning and land use planning while maintaining a "grip" on financial reality.

Presented here are examples of approaches to addressing growth management issues with a high level of sensitivity to interactions between these elements and other related mandates. Please note that more examples exist than were

possible to cite. In addition, this review focuses only on plans within King County.

Land Use

Most jurisdictions have articulated land use policies that, if implemented, will provide the opportunity to foster less auto dependence. Here are some findings from WSDOT and King County/METRO's review.

Parking policies — Redmond, Bellevue, Seattle, and Enumclaw have identified maximums. King County and SeaTac identify high occupancy vehicle parking requirements. Redmond, Woodinville, and King County specify bicycle parking. Seattle provides flexibility in meeting long-term parking needs while discouraging the

port transit and non-motorized travel.

Site Design — Almost all jurisdictions consider pedestrian orientation and supported non-motorized access. Redmond and Kirkland promote an emphasis on transit in development and through street layout (i.e., grid system).

Transportation

Transportation issues include consideration for all modes, methods to measure level of

provision of on site parking.

Density and mixed use — Bellevue, Enumclaw, Kent, and King County promote the creation of density in urban and residential centers. Kirkland, Snoqualmie, Kent, and Seattle encourage mixed use development. Tukwila provides policy language that encourages compact development patterns. Seattle has identified residential density targets within urban villages sufficient to sup-

service, standards to define deficiencies, presence of local and state projects in plans, and support of land use policies.

HOV treatment — Redmond, Issaquah, and almost all jurisdictions in south King County included HOV facilities in their capital improvement programs or transportation improvement programs. Redmond, King County, Renton, and SeaTac also included HOV signal control

Transportation success stories in King County

strategies and systems to classify streets with HOV priorities. King County has adopted a policy that encourages the development of a county-wide, arterial/transit route system. This policy provides preferential treatment for transit/HOV and efficient operation that is seamless across jurisdictional boundaries.

Measuring needs (LOS) — Renton has adopted an innovative

provides incentives to attract modes to designated routes and disincentives for use of non-designated routes.

Support of land use policies — Seattle will offer a demonstration project, the Local Initiative for Neighborhood Circulation, for a transit feeder system within urban centers to meet increased demand generated by increased densities.

through GMA. Several jurisdictions, including King County, have developed impact fee systems that allow the collection of fees to mitigate impacts on state facilities.

Concurrency — The requirement to mitigate the impacts of development on transportation facilities has been approached with a broad array of tools. Mechanisms used to coordinate growth with

Land Use

- ◆ Employment and population balance
- ◆ Consistency with adopted policies
- ◆ Consistency with transportation investment

Transportation

- ◆ Existing and projected deficiencies
- ◆ Prioritization of needs
- ◆ Consistency with land use plans
- ◆ Considers regional and state interests

Finance

- ◆ Funding sources
- ◆ Project expenditures
- ◆ Funding for state projects
- ◆ Funding transit

“travel time” LOS methodology that allows fair comparisons to be made between investments in single-occupancy vehicle, HOV, and other modes. King County has linked LOS standards on roadways to the adequate presence of transit service.

Projects in CIP/TIP — While many jurisdictions listed projects for local and state facilities, Renton provided details on project priorities and linkages to available funding sources. It also included projects to support a variety of modes.

Maximizing system efficiency — Seattle has created an arterial street classification system that designates routes for through traffic, transit, and trucks. It

Future plans for LINC may include linkages between centers.

Finance

Finance is defined here as supplying sufficient multi-modal transportation options to meet demand generated through land use.

Impact fees — Several jurisdictions propose or will continue to collect impact fees. An important consideration with impact fees is their effect on travel demand. Bellevue, Bothell, Redmond, Enumclaw, King County, and SeaTac are proposing impact fees that will encourage transportation demand management. Des Moines and Redmond propose to collect impact fees

investment in infrastructure were identified in King County’s plan. It targets investment into the urbanized areas, requires less mitigation from developers in more urbanized areas, and has adopted standards most consistent with state service objectives.

The implementation of the comprehensive plans through regulations is the next step in the process. To provide assistance, WSDOT’s Office of Urban Mobility and King County/METRO are co-sponsoring a series of information exchange sessions on regulations to implement the plans.

Growth management as a matchmaker

By Craig Greenleaf
Clark County Planning Director

Like many other counties and cities, the past relationship between Clark County and the cities within its boundaries could hardly be characterized as a love affair. But the Growth Management Act fundamentally changed the dynamics of our interaction.

Although our current relationship resembles an arranged marriage rather than a starry-eyed romance, growth management legislation was a catalyst for us to acknowledge the reality of a shared future and to recognize the benefits of working toward that future cooperatively and collaboratively.

Our joint planning effort began with the development of Clark County's community Framework Plan, a long-term, county-wide version of what citizens want Clark County to be like in 50 years and beyond.

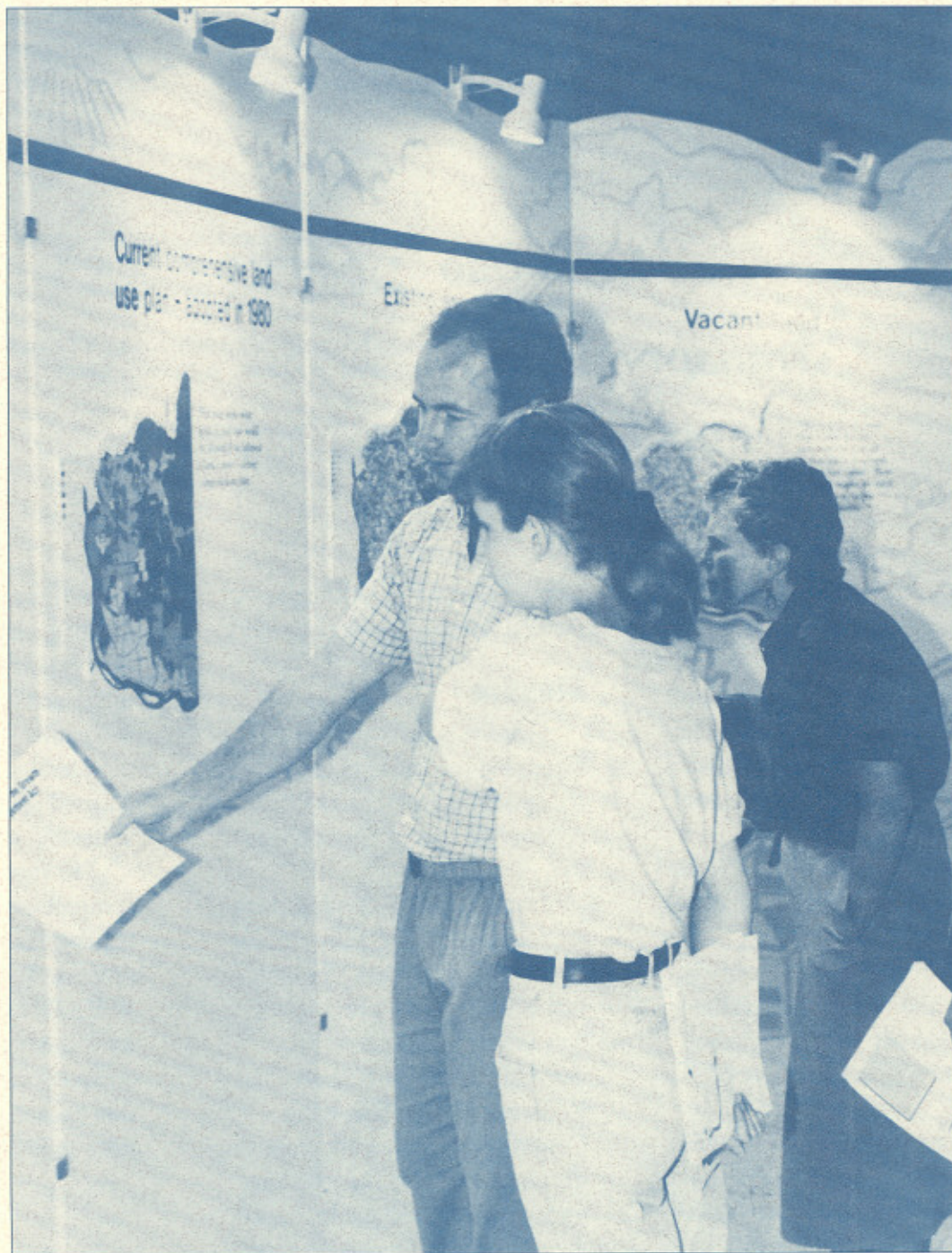
This process, initiated in October 1991, included public workshops and planning fairs staffed not only by Clark County but by planners from our eight cities and representatives from the special districts, other agencies, and utilities. The Community Framework Plan would have implications for all

jurisdictions and service-providers county-wide, and it was crucial to have the most complete participation possible in the plan's creation.

A charrette in February 1992 involved many of the same staff. This intensive brainstorming session helped

define three urban form options — three conceptual long-term plans — reflecting citizen input from the previous public outreach efforts.

From these alternatives, community feedback resulted in the final Community Framework Plan, adopted



Citizens in Clark County show keen interest in growth management plans for their communities.



Clark County citizens play a key role in developing the county's Community Framework Plan.

Photos courtesy of Clark County

by Clark County commissioners in April 1993. It has served as a common blueprint for the county and the cities in developing our 20-year plans, strengthening the likelihood of consistency among the individual plans.

As this process was occurring, other activities brought representatives of our various jurisdictions together:

A steering committee of mayors and county commissioners met regularly to review and comment on regional growth management-related policies and programs. They adopted county-wide planning policies to coordinate the efforts of the county and cities in designating land uses, densities, and intensities that would bridge the gap between the general land-use concepts of the Community Framework Plan and the more specific policies required for the 20-year time frame.

A technical advisory committee and issue-based subcommittees were established that included staff from the county, the cities, and special districts such as the school districts, the ports, and agencies and utilities. These groups provided technical

analysis and suggested appropriate policies to the steering committee.

Increasing public awareness, understanding, and involvement in growth management was a cooperative effort as well. Along with the League of Women Voters, the Clark College Forum, and other civic groups, Clark County and the city of Vancouver organized and sponsored a monthly cable TV series on growth management issues.

Clark County and the city of Vancouver also sponsored the Anton Nelesson Visual Preference Survey to assist residents and planners in thinking about development in new and innovative ways. In addition, the two jurisdictions joined together in staffing and sponsoring the annual Youth in Government programs in 1992 and 1993 that dealt with growth management and transportation planning.

As the growth management focus turned from the Community Framework Plan to the 20-year plan, development of land use policies for the urban areas was jointly addressed by Clark County and its cities through Partnership Planning.

A component of this process was preparation of a single, unified Environmental Impact Statement for all the city and county plans. By county and city planning staffs coordinating their efforts to define and plan the urban growth areas, the resulting plans will more likely ensure compatible land use policies and implementation actions that function efficiently and consistently over the long term.

This new relationship between Clark County and the cities does not mean agreement on all issues. As with any relationship, even the best ones, there are differences of opinion and squabbles. Clark County and the cities have had our share, and there will no doubt be more to come.

But even with our disagreements, the reality is that growth management has fostered unprecedented collaboration among our various jurisdictions. And though there may be no stars in our eyes as we journey toward the future, at the very least we'll be walking arm in arm.

Growth management hearings boards

Listed below are new cases or action on existing cases before the state's growth management hearings boards.

Central Puget Sound

CASE NO. 93-3-0010 STATUS: DECISION ISSUED 6/3/94; COMPLIANCE HEARING 10/27/94

Association of Rural Residents vs. Kitsap County. Subject: Interim urban growth areas. The board found that the county is not in compliance with GMA requirements and recommended to the Governor that sanctions be imposed.

CASE NO. 94-3-0001 STATUS: DECISION 7/5/94; COMPLIANCE HEARING 12/29/94

Cities of Tacoma, Milton, Sumner, and Puyallup vs. Pierce County. Friend of the Court: Association of Washington Cities, et al. Subject: Interim urban growth areas.

CASE NO. 94-3-0002 STATUS: COMPLIANCE HEARING 10/13/94

Pilchuck Audubon Society and Snohomish Wetlands Alliance vs. Snohomish County. Subject: Critical area designations and regulations. The board issued a finding of noncompliance. Because of the county's representations that it has made substantial progress toward development of a critical areas ordinance, the board recommended the Governor take no action regarding sanctions until November 17, 1994.

CASE NO. 94-3-0004 STATUS: CASE DISMISSED AT REQUEST OF PARTIES 7/19/94; COMPLIANCE DEADLINE 11/1/94

City of Black Diamond and Black Diamond Associates vs. King County. Intervenor: Palmer Coking Coal Co. Subject: Interim urban growth areas. Finding of compliance issued.

CASE NO. 94-3-0005 STATUS: DECISION ISSUED 10/25/94. COMPLIANCE DEADLINE 12/30/94

Kitsap Citizens for Rural Preservation and Kitsap Audubon Society vs. Kitsap County. Subject: Conservation easement ordinance. The board ruled the ordinance does not comply with the GMA and returned it to the county with two possible remedies: repeal the ordinance or modify it by December 30, 1994.

CASE NO. 94-3-0006 STATUS: AGREEMENT REACHED. CASE DISMISSED 12/2/94

Kitsap County vs. City of Poulsbo. Subject: Poulsbo's comprehensive plan.

CASE NO. 94-3-0007 STATUS: AGREEMENT REACHED. CASE DISMISSED 12/2/94

Lake Industries Soil Processors et al. vs. City of Lake Stevens. Subject: Lake Stevens' Comprehensive Plan.

CASE NO. 94-3-0009 STATUS: ORDER 11/8/94; COMPLIANCE DEADLINE 12/31/94

Friends of the Law et al. vs. King County. Subject: Failure of King County to adopt a

comprehensive plan and final UGAs by the July 1, 1994, deadline. The board ruled the county did not adopt its plan and final UGAs by the deadline. The board ordered that the documents be adopted by December 30, 1994.

CASE NO. 94-3-0011 STATUS: HEARING 1/11/95

Ann Aagaard et al. vs. City of Bothell. Subject: Comprehensive plan.

CASE NO. 94-3-0013 STATUS: PETITION FILED 9/23/94 STATUS: HEARING 1/30/95

City of Sumner vs. Pierce County Boundary Review Board. Subject: Annexation of lands to city of Pacific.

CASE NO. 94-3-0014 STATUS: PETITION FILED 9/28/94; HEARING 12/21/94

Kitsap County vs. Office of Financial Management. Subject: Population projection for county.

CASE NO. 94-3-0016 STATUS: PETITION FILED 10/7/94; HEARING 2/6/95

West Seattle Defense Fund vs. City of Seattle. Subject: Four urban villages in West Seattle.

CASE NO. 94-3-0018 STATUS: PETITION FILED 10/31/94; HEARING 3/13/95

Pilchuck-Newberg Organization et al. vs. Snohomish County and WRECO (Intervenor). Subject: Redesignation of Bosworth Block from interim commercial forest to interim forest reserve.

CASE NO. 94-3-0025 STATUS: PETITION FILED 10/31/94

Petitioners vs. City of Bainbridge Island. Subject: Comprehensive plan.

CASE NO. 94-3-0026 STATUS: PETITION FILED 11/21/94; HEARING 3/20/94

Kitsap Citizens for Rural Preservation vs. Kitsap County. Final EIS of county's draft comprehensive plan.

CASE NO. 94-3-0027 STATUS: PETITION FILED 11/22/94; HEARING 3/20/94

KCRP vs. Kitsap County. Subject: Amendment to county-wide planning policies.

CASE NO. 94-3-0028 STATUS: PETITION FILED 11/28/94

Terry and Randi Slatten vs. City of Steilacoom. Subject: Comprehensive plan.

CASE NO. 94-3-0029 STATUS: PETITION FILED 11/28/94

Corrine Hensley vs. Snohomish County, Cross Valley Water District and Alderwood Water District. Subject: Sewer trunks outside IUGAs.

CASE NO. 94-3-0030 STATUS: PETITION FILED 12/2/94

William Wright vs. Mercer Island. Subject: Comprehensive plan.

CASE NO. 94-3-0031 STATUS: PETITION FILED 12/6/94

Friends of the Law vs. King County. Subject: Final UGA.

Western Washington

CASE NO. 94-2-0002 STATUS: DECISION 7/27/94; COMPLIANCE HEARING 11/9/94

Donald Berschauer vs. City of Tumwater. Subject: Review of part of the city's land use plan. The board issued a finding of compliance.

CASE NO. 94-2-0007 STATUS: DECISION 11/30/94

Ted Mahr et al. vs. Thurston County, Pease Pension Fund (Intervenor). Subject: Interim UGA. The board upheld the county commissioners' amendment to county's interim UGA ordinance involving the boundary line for west Olympia/Thurston County.

CASE NO. 94-2-0009 STATUS: DECISION 11/9/94

Whatcom Environmental Council vs. Whatcom County. Subject: Interim UGA. The board determined that the county's interim UGA ordinance is not in compliance with the GMA. It stated to achieve compliance, the county needs to establish interim UGAs at municipal boundaries and not expand those until a proper analysis has been completed. Development regulations to protect rural areas of the county also need to be adopted.

CASE NO. 94-2-0014 STATUS: PETITION FILED 9/8/94; HEARING 2/1/95

Rural Clark County Preservation Association vs. Clark County. Subject: Deadlines for natural resource lands and critical areas.

CASE NO. 94-2-0017 STATUS: PETITIONS FILED 9/8 & 9/94; HEARING 1/11/95

Olympia Environmental Council, Washington Environmental Council, and the Washington Department of Natural Resources vs. Jefferson County. Subject: Forest resource lands.

CASE NO. 94-2-0019 STATUS: PETITION FILED 9/23/94; HEARING 1/19/95

Mahr et al. vs. City of Olympia and Thurston County. Gary Briggs (Intervenor). Subject: Transportation elements and final urban growth boundary for city, specifically a urban village designation.

CASE NO. 94-2-0021 STATUS: PETITION FILED 11/14/94; HEARING 3/1/95

Moore-Clark Co. Inc. vs. Town of LaConner. Subject: Comprehensive plan.

CONTINUED NEXT COLUMN.

Thea Foss Waterway presents unique EIS approach

By Julia Koster, Project Manager
Tacoma Building and Land Use Division

Located on the eastern side of downtown Tacoma, Thea Foss Waterway has been linked with the historical development of Tacoma and is now an integral part of the future of Tacoma.

As part of the redevelopment efforts for the waterway, the city is engaging in a major public participation process to provide community consensus on the waterway's long range development and to develop an environmental impact statement. The EIS will integrate long-range planning with environmental review and streamline the permitting process.

The waterway was developed over 100 years ago as a bustling industrial area. After nearly a century of suc-

cessful commercial and industrial activity, the western side of the waterway began to lose many of its traditional tenants, leaving a legacy of vacant properties, abandoned buildings, and contamination.

Redevelopment of the area was complicated by concerns of environmental liability on the uplands and in the waterway sediments. It was unlikely that private development and financing would occur, given liability issues and the unknown costs of identifying and remediating sites.

In 1991, the city of Tacoma and the Metropolitan Park District purchased 26.7 acres of property on the western side of the waterway at a cost of \$6.8 million. The city took on the unfamiliar role of property developer, with the hope that the city could initiate cleanup and development activities on these sites to start redevelopment efforts.

Following acquisition of the properties, the city has completed numerous environmental studies addressing contamination issues. Several different land use proposals have been suggested for the waterway, and there is heightened public interest in the kind of development that will be promoted on it.

In light of this, the city of Tacoma has initiated the process for a programmatic EIS for the waterway. It is unique in that it incorporates significant public participation at the beginning stages without a pre-selected alternative.

The public is invited to share its concerns and ideas about development up front. Community input is then organized into redevelopment alternatives of maximum, medium, and low intensity. This defines the range and type of development, and allows the city to make well-informed choices that reflect the desires of the public. From this process and subsequent

EISs, amendments will be proposed to Tacoma's shoreland and land use plans to incorporate the preferred alternative.

From a GMA/SEPA perspective, this EIS project reverses the existing public involvement methods for redevelopment. It is difficult to create interest in future, unspecified development, and concern has been voiced that using this areawide EIS removes the public's ability to comment on specific proposals and take legal action.

Public participation is key to making this process work. The city is providing three separate multi-day workshops that address brainstorming, developing alternatives, and alternatives selection.

60-day notice for adopted plans

After a GMA local comprehensive plan is adopted, a 60-day final review period is required by law for state review. At the beginning of the period, three complete copies of the plan must be sent to CTED's Growth Management Services. A copy should also be sent to each additional state agency that commented on the draft plan.

Because the adopted plan is an important legal document, requiring state compliance and setting the stage over the next 20 years for the jurisdiction's capital budget, development regulations, and other management tools, the GMA provides for a full 60-day review period. The 60-day period begins when the adopted plan is published and notice is provided of its availability.

For further information, call Shane Hope at 206-586-1239.

Growth management hearings boards

Eastern Washington

CASE NO. 94-1-0017 STATUS: COMPLIANCE HEARING TO BE SCHEDULED

RIDGE vs. Kittitas County. Subject: Forest lands designation.

CASE NO. 94-1-0019 STATUS: COMPLIANCE HEARING 10/19/94

City of Ellensburg and Mike Williams vs. Kittitas County. Subject: Agricultural lands. The board issued an order of compliance.

CASE NO. 94-1-0021 STATUS: HEARING 12/14/94

Shrub-Steppe Ecosystem and Yakama Indian Nation vs. Yakima County. Subject: Critical areas.

CASE NO. 94-1-0022 MOTION HEARING 12/14/94. ORDER TO BE ISSUED 12/21/94

Yakama Indian Nation vs. Kittitas County. Subject: Critical areas.

CASE NO. 94-1-0023 STATUS: PREHEARING CONFERENCE 12/6/94

Benton County Fire Protection District No. 1 vs. Benton County and cities of Kennewick and Richland. Subject: Interim UGAs.

CASE NO. 94-1-0024 STATUS: PREHEARING CONFERENCE: 1/11/95

Mike Williams and Pauline Diefenbach vs. Kittitas County. Subject: Agricultural lands.

Remember the laws passed by the 1994 Legislature?

A number of laws were passed that require action from local governments planning under the GMA.

Counties with a population of more than 150,000 are required to invite cities and special districts (including schools, ports, and utility districts) to a meeting by March 1, 1995, to develop a process for establishing regional service agreements. A service agreement should be adopted in each county for selected services by July 1, 1997, or a progress report must be submitted to the appropriate committees of the Legislature.

Other new laws that impact work on comprehensive plans and development regulations include:

- City and county six-year plans are required to address transportation issues rather than roads only.
- Local governments are required to set up a coordinated permit system by December 31, 1994, for major transportation projects crossing more than one city or county boundary.
- Counties and cities are required to notify an applicant within 20 working days if an application for a development permit is complete, and if not, what is necessary to complete it.
- Counties and cities are required in development regulations to establish time periods for actions on specific permit applications and provide timely, predictable procedures to determine if a completed permit application meets the requirements of those development regulations. They must also specify the contents of a completed permit application necessary for such time periods and procedures to apply.
- Cities cannot: 1) prohibit family day-care facilities in an area zoned for residential or commercial use; and 2) condition family day-care differently than other permitted uses in a residential or commercial zone.

For details, call Rita Robison at 206-586-9119.

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